BookletChart™

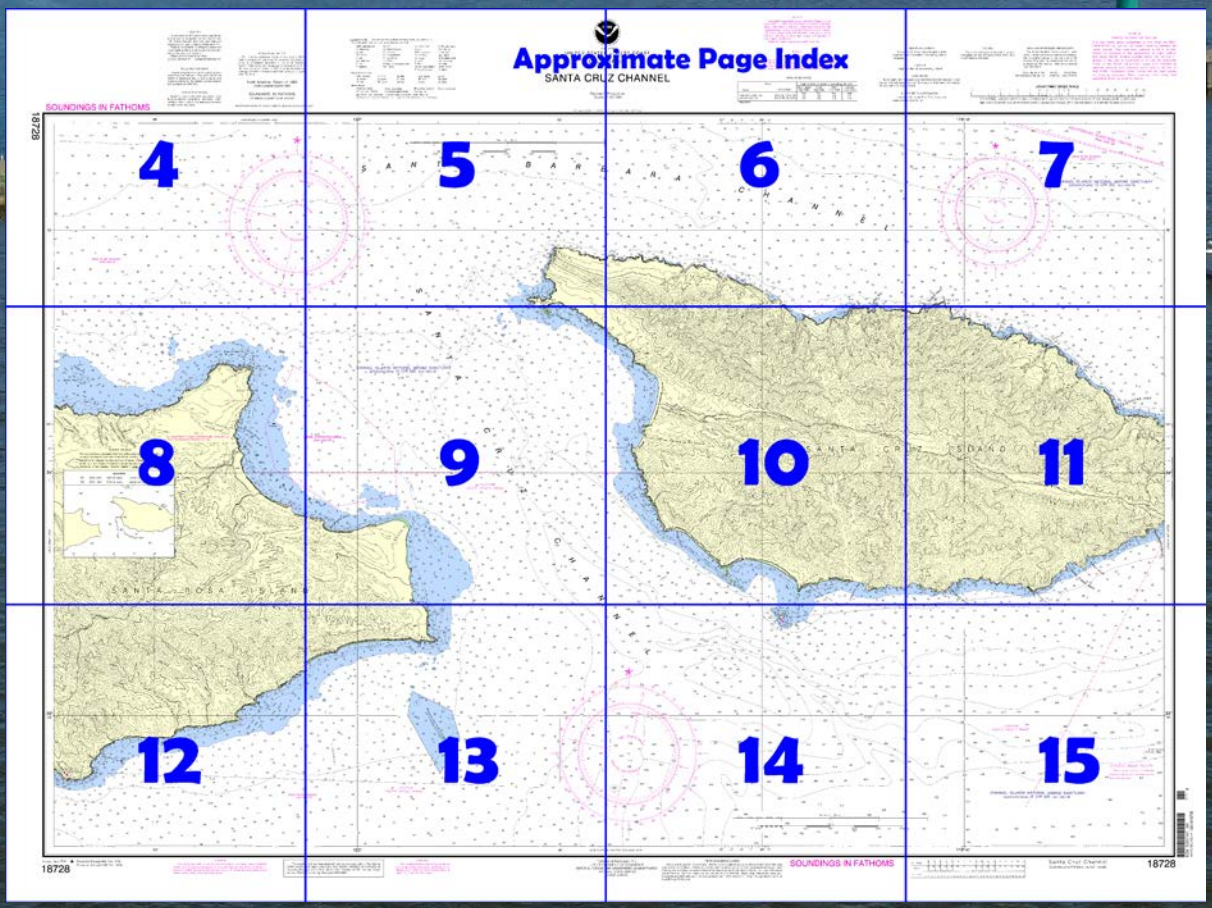
Santa Cruz Channel

NOAA Chart 18728

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

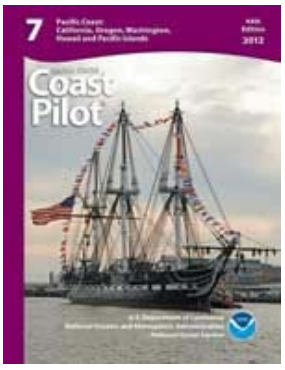
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18728.



(Selected Excerpts from Coast Pilot)
Santa Cruz Island, 17 miles WSW of Point Hueneme, is the largest of the Channel Islands and is mostly owned by the Nature Conservancy, a private, non-profit organization dedicated to preserving unique islands. Landing permits may be obtained from Santa Cruz Island Preserve (Telephone 805–964–7839). The eastern quarter of the island is public land.
The island is about 21 miles long in a W direction and has an average width of 5 miles. The reefs, extending a mile offshore on the S coast at Gull Island, are the only outlying dangers.
San Pedro Point is the E extremity of the island. There is a small-boat landing in **Scorpion Anchorage**, a shallow bight 1.8 miles NW of San Pedro Point; it consists of a cribbed area with a float and gangway.
Chinese Harbor. in the E part of the broad bight on the N shore, 4.5 miles W of San Pedro Point, affords anchorage in the kelp in 5 to 6 fathoms. The NE part of the harbor is an excellent anchorage in SE to SW weather in 9 to 10 fathoms. This harbor affords the best shelter on the island from NE winds.
Prisoners Harbor, in the W part of the bight on the N shore 8 miles W of San Pedro Point, affords shelter from all winds except from NE to W. Some protection from NW weather is afforded by the kelp, but a heavy swell rolls in. In NE weather the anchorage is unprotected and dangerous. A wharf with 16 feet at its face is in the harbor. The best anchorage is in 12 to 15 fathoms, abreast a white rock on the W shore of the bight, and the outer end of the wharf.
Pelican Bay, a small indentation in the N shore of Santa Cruz Island, 1 mile WNW of Prisoners Harbor, is used as a yacht anchorage during the summer. In NW weather small boats anchor close to the cliff that forms the W shore of the bay.
Forney Cove, 1 mile E of **Fraser Point** at the W end of the island, affords shelter in N weather in 7 to 8 fathoms. The surf is heavy on the beach, but the rocky islet W and the reef connecting it with the shore lessen the swell at the anchorage.
Gull Island, 65 feet high and about 0.2 mile in extent, is the largest and outermost of a group of small rocky islets, 0.7 mile S of **Punta Arena**, on the S side of Santa Cruz Island. Kelp surrounds Gull Island, and the bottom is foul. A light is shown from a post on the island.
Willows Anchorage, on the S shore 3.6 miles E of Gull Island, can be used by small craft in NW weather and affords a good boat landing.
Smugglers Cove, 1.2 miles SW of San Pedro Point, affords shelter in NW weather in 5 fathoms, sandy bottom.
Bechers Bay, a broad semicircular bight on the NE side of Santa Rosa Island, is 4.5 miles wide between Skunk and Carrington Points and 1.5 miles in depth. **Southeast Anchorage**, 1.3 miles W of Skunk Point, affords protection in SE weather in about 6 fathoms, sandy bottom.
Northwest Anchorage, in the W part of the bight and 1.5 miles S from Carrington Point, affords fair shelter in NW weather.
A **naval operating area** is in Bechers Bay. Anti-ship mining operations take place at frequent and irregular intervals, including weekends, throughout the year. Particular operations are published in Eleventh Coast Guard District Local Notices to Mariners. Announcements are also made locally on VHF-FM channel 16, at 0800 local time, 1200 local time, and/or 1 hour prior to mining operations. Status of the zone and/or permission to enter, may be requested by calling Pleade Control on VHF-FM channel 16, or by telephone to the Pacific Marine Test Center at 805–989–8280 or 805–989–8841; fax 805–989–0102.
San Miguel Passage, between Santa Rosa and San Miguel Islands, is 2.5 miles wide between the ledges which project from Sandy Point and Cardwell Point, the closest points between the two islands. There is much broken water with many current rips near these ledges. To avoid Talcott Shoal, vessels making the passage from the SW should not allow the outer rock off the W point of Santa Rosa Island to bear W of S until clear of the shoal. Sailing vessels should avoid this passage as the light airs and calms under the lee of San Miguel Island and the currents frequently combine to set a vessel toward Talcott Shoal.
Danger zone.–A **naval danger zone** is around San Miguel Island and extends into San Miguel Passage. (See **334.1140**, chapter 2, for limits and regulations.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Alameda	Commander 11th CG District Alameda, CA	(510) 437-3700

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

ACOUSTIC RANGE FACILITY

Numerous shore connected bottom cables are located within the outlined area.

58 593

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Santa Barbara, CA	KIH-34	162.40 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz

NOTE D

See Coast Pilot 7, Chapter 5 for information pertaining to the Naval Operating Area in Beachers Bay.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected on average of 0.006" northward and 3.466" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE C

AREAS TO BE AVOIDED

All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex21).

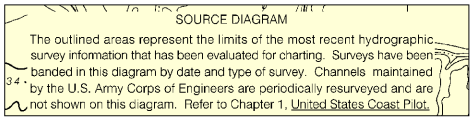
NOTE B

TRAFFIC SEPARATION SCHEME

One way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes, and separation zones use extreme caution.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Prisoners Harbor, CA	(34°01'N/119°41'W)	5.0	4.3	0.9	-2.5
Bechers Bay, CA	(34°01'N/120°03'W)	5.2	4.4	1.0	-2.5

(Sep 2004)

NATIONAL MARINE SANCTUARIES
& MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.

CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

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North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.g

SOUNDINGS IN FATHOMS

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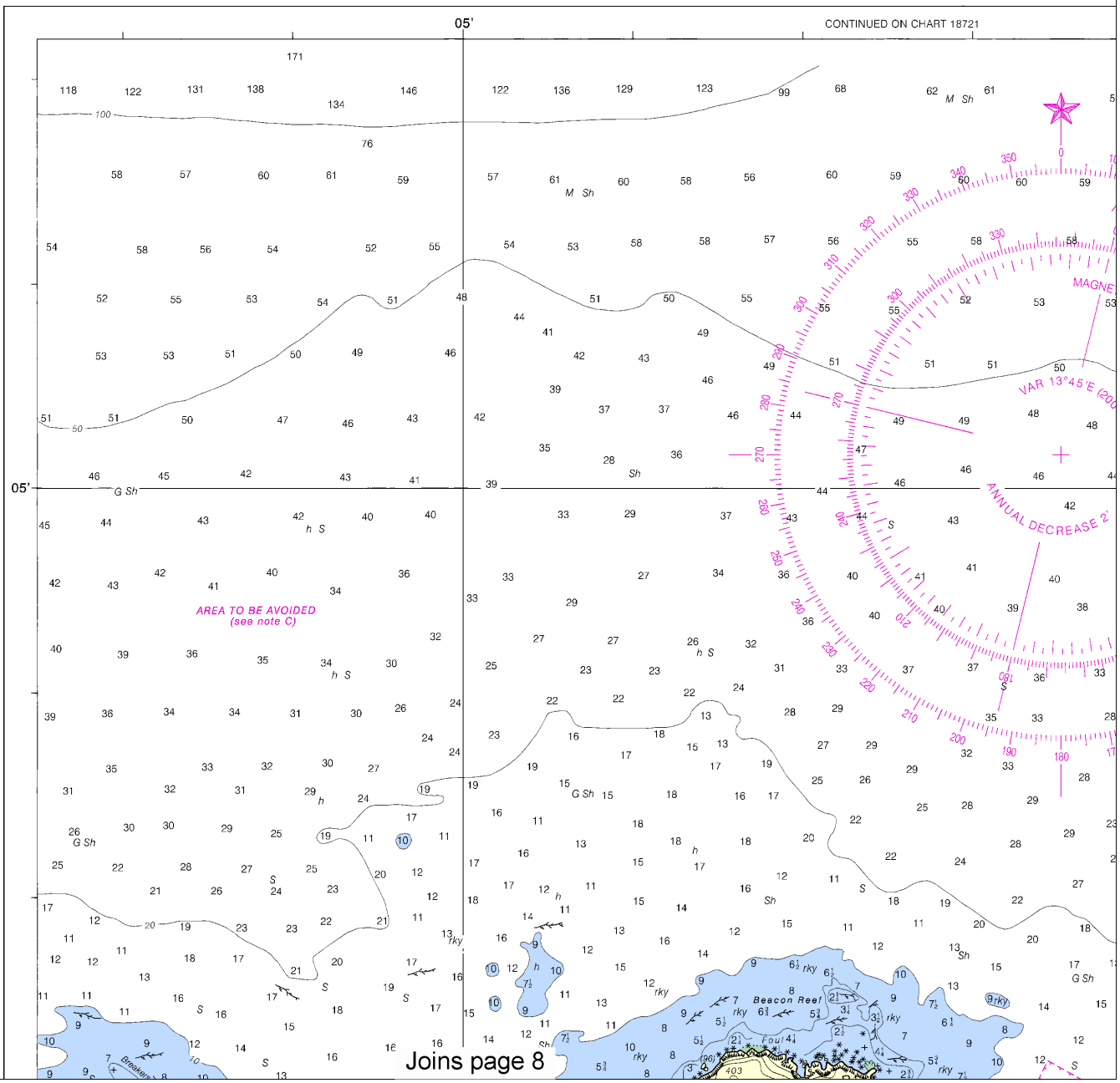

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

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UNITED STATES —
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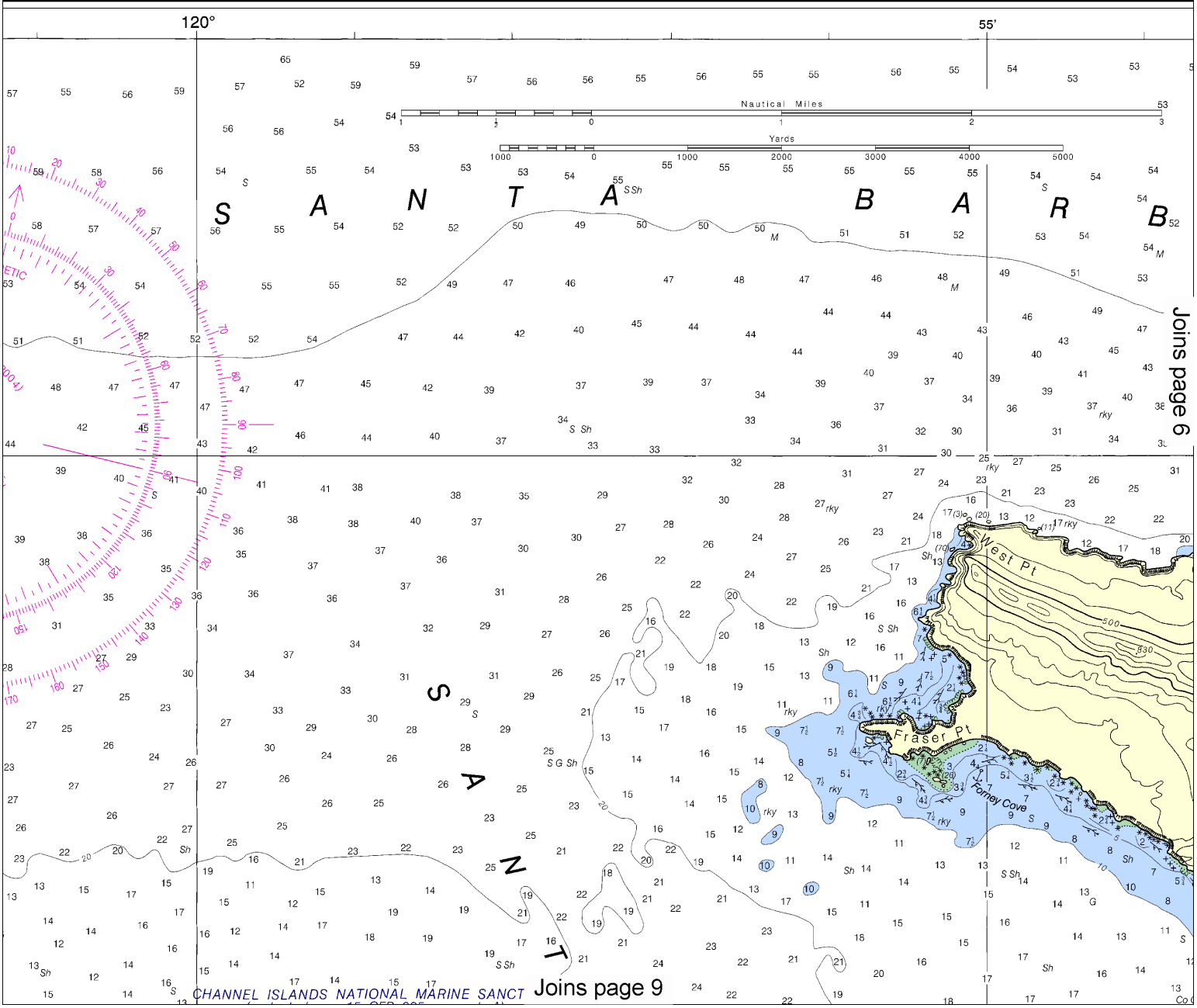
Mercator Pro
Scale 1:4

Formerly C&GS 5115, 1st Ed., May 1



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:57143. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

COAST SURVEY

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NOTE A

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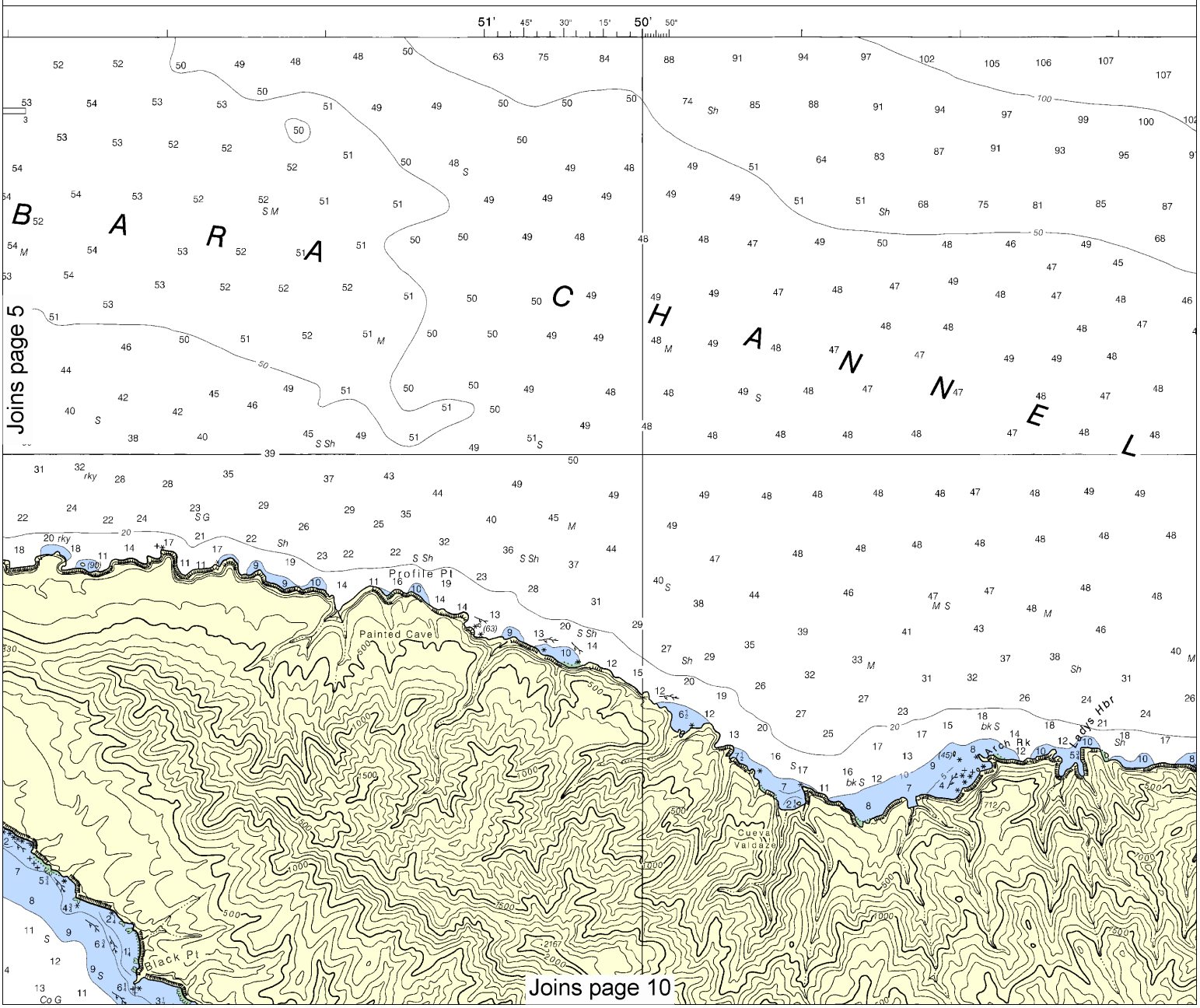

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AUTHORITIES

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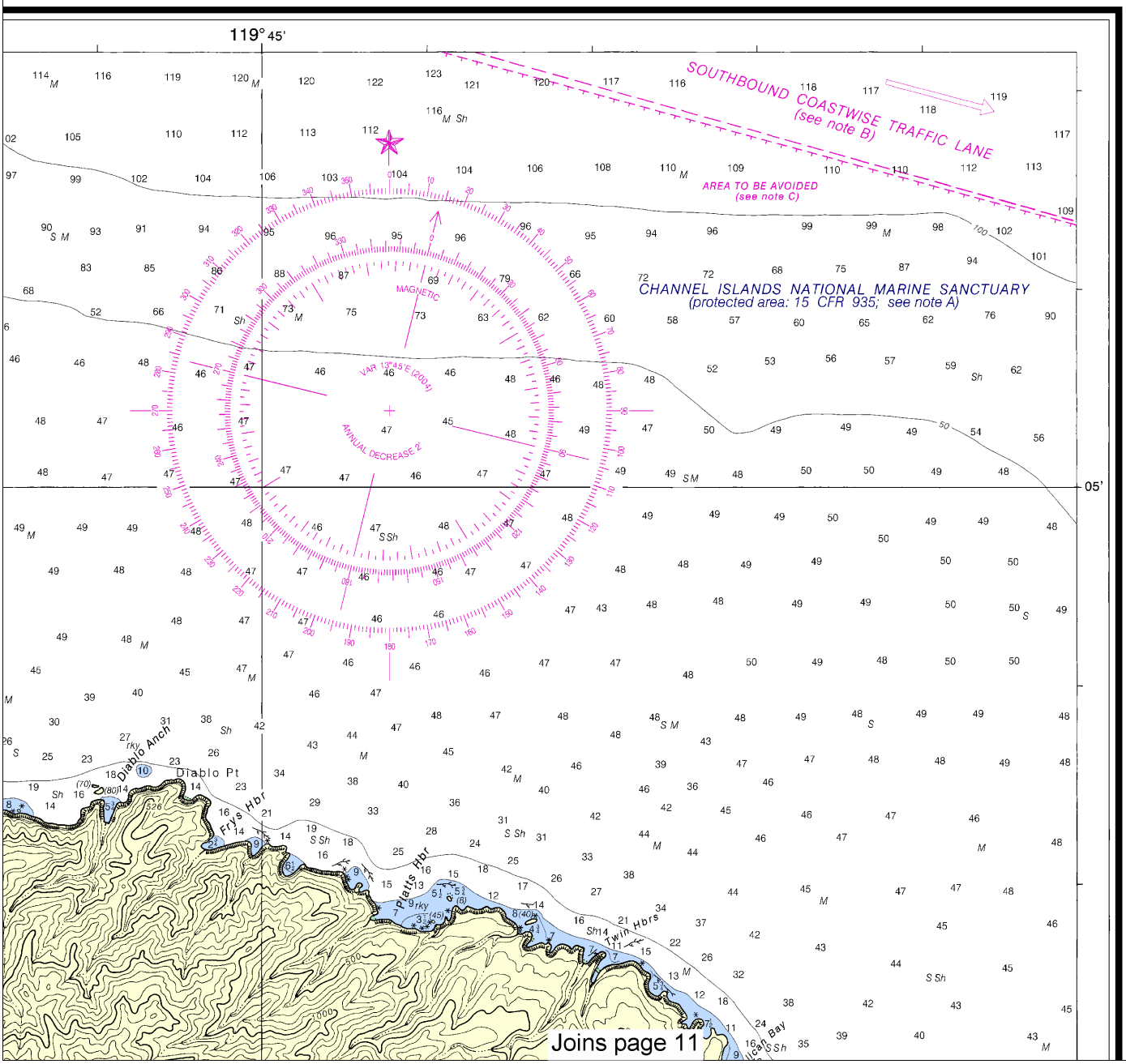
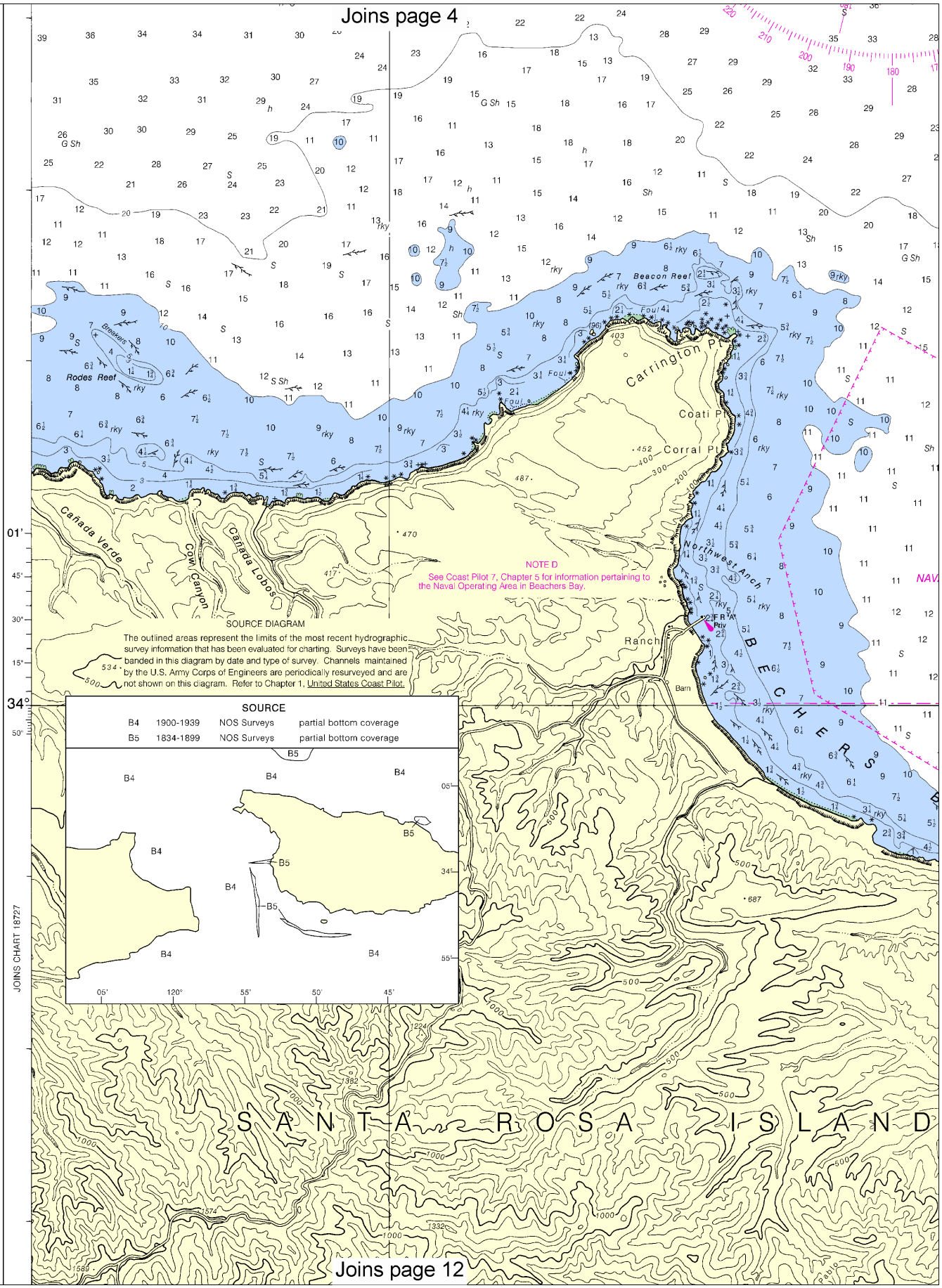
LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: n/a.



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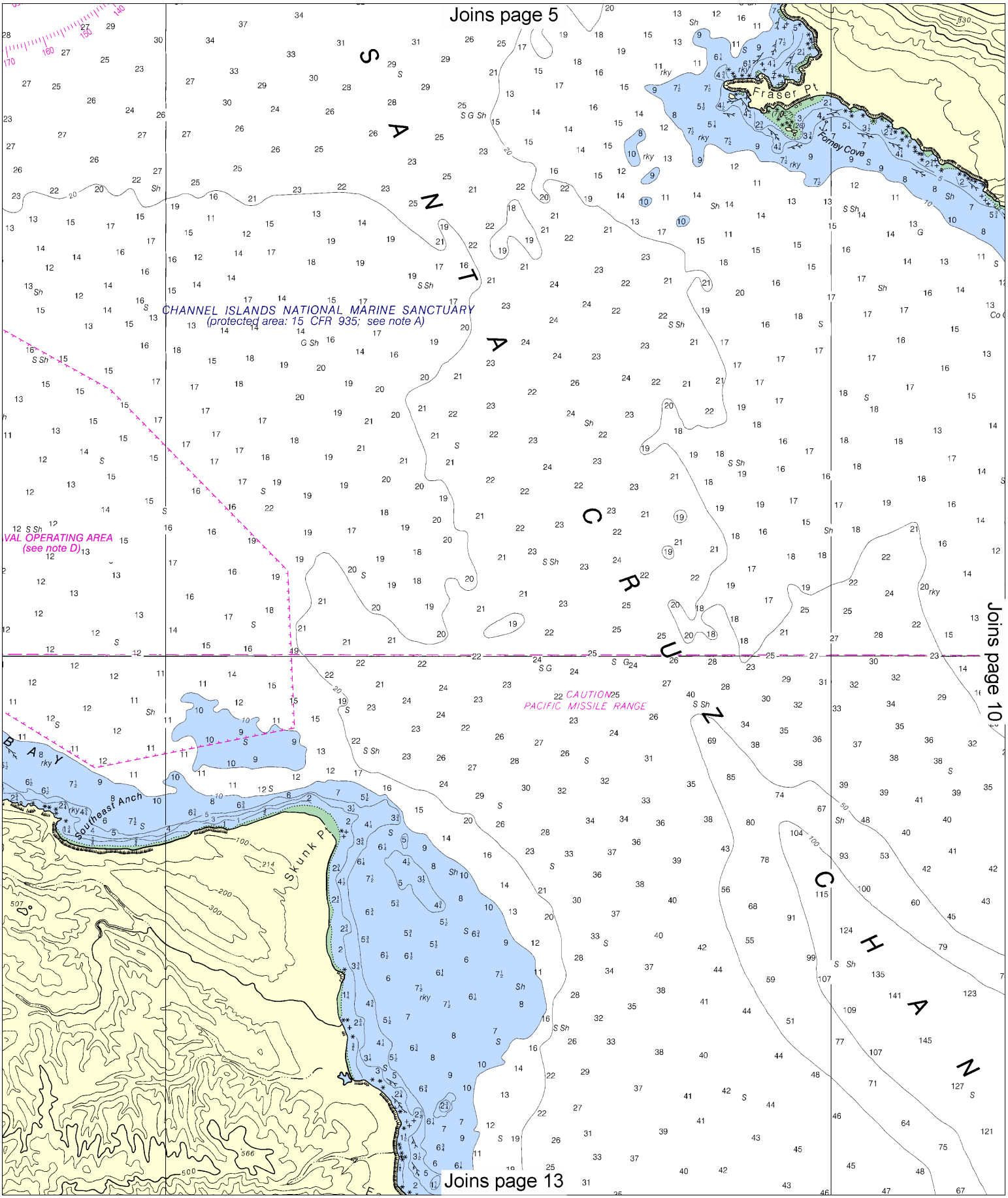
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SANTA CRUZ
CHANNEL ISLANDS NATIONAL MARINE SANCTUARY
(protected area: 15 CFR 935; see note A)
VAL OPERATING AREA
(see note D)
CAUTION
PACIFIC MISSILE RANGE
Fraser Pt
Forney Cove
Southeast Anch
Skunk Pt
SANTA CRUZ CHANNEL
Joins page 10
Joins page 13

10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

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Yards

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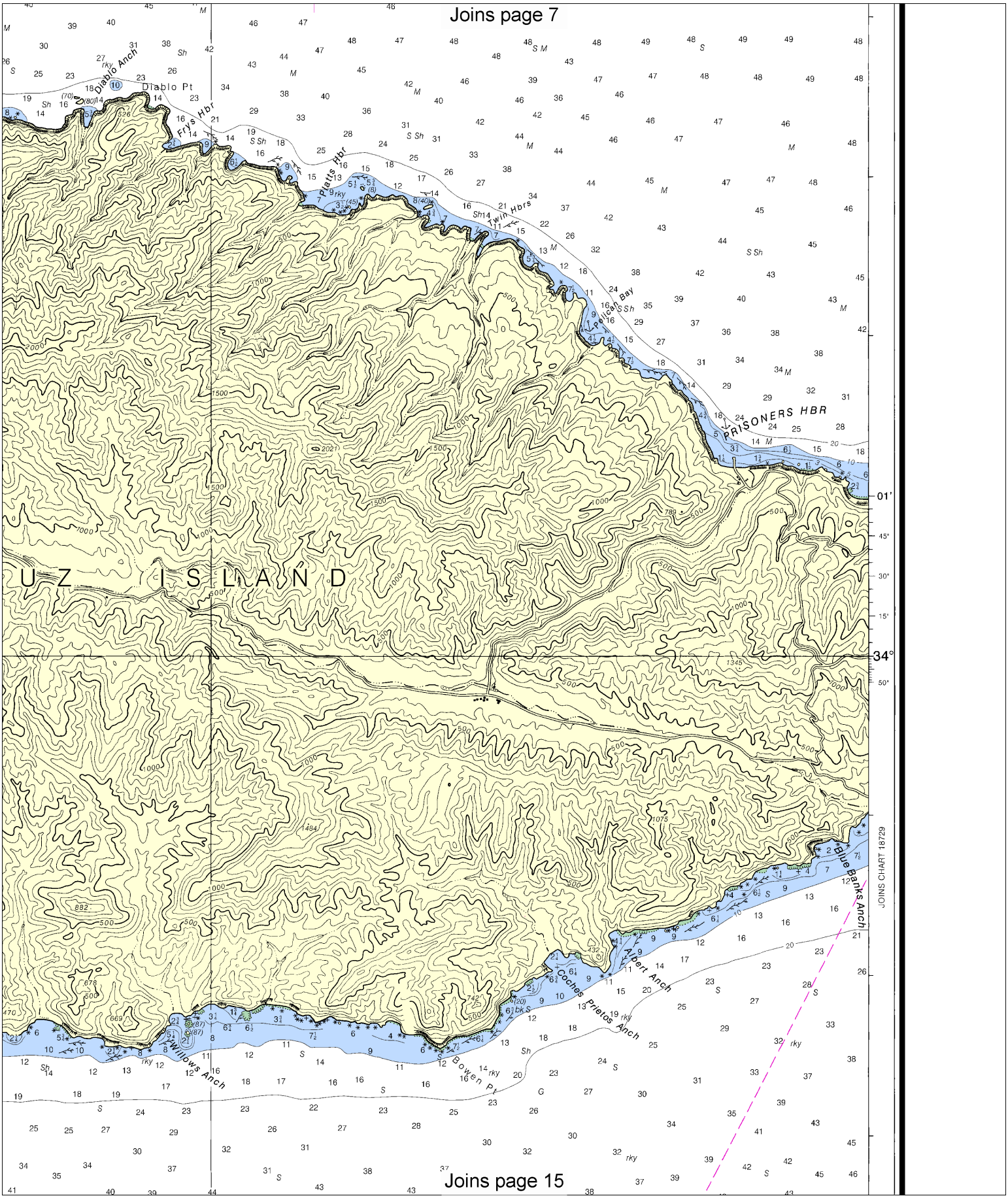
See Note on page 5.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Diablo Anch
Diablo Pt
Frys Hbr
Platts Hbr
Twin Hbrs
Pelican Bay
PRISONERS HBR
U Z I S L A N D
Blue Banks Anch
Albert Anch
Coches Prietos Anch
Willows Anch
Bowen Pt
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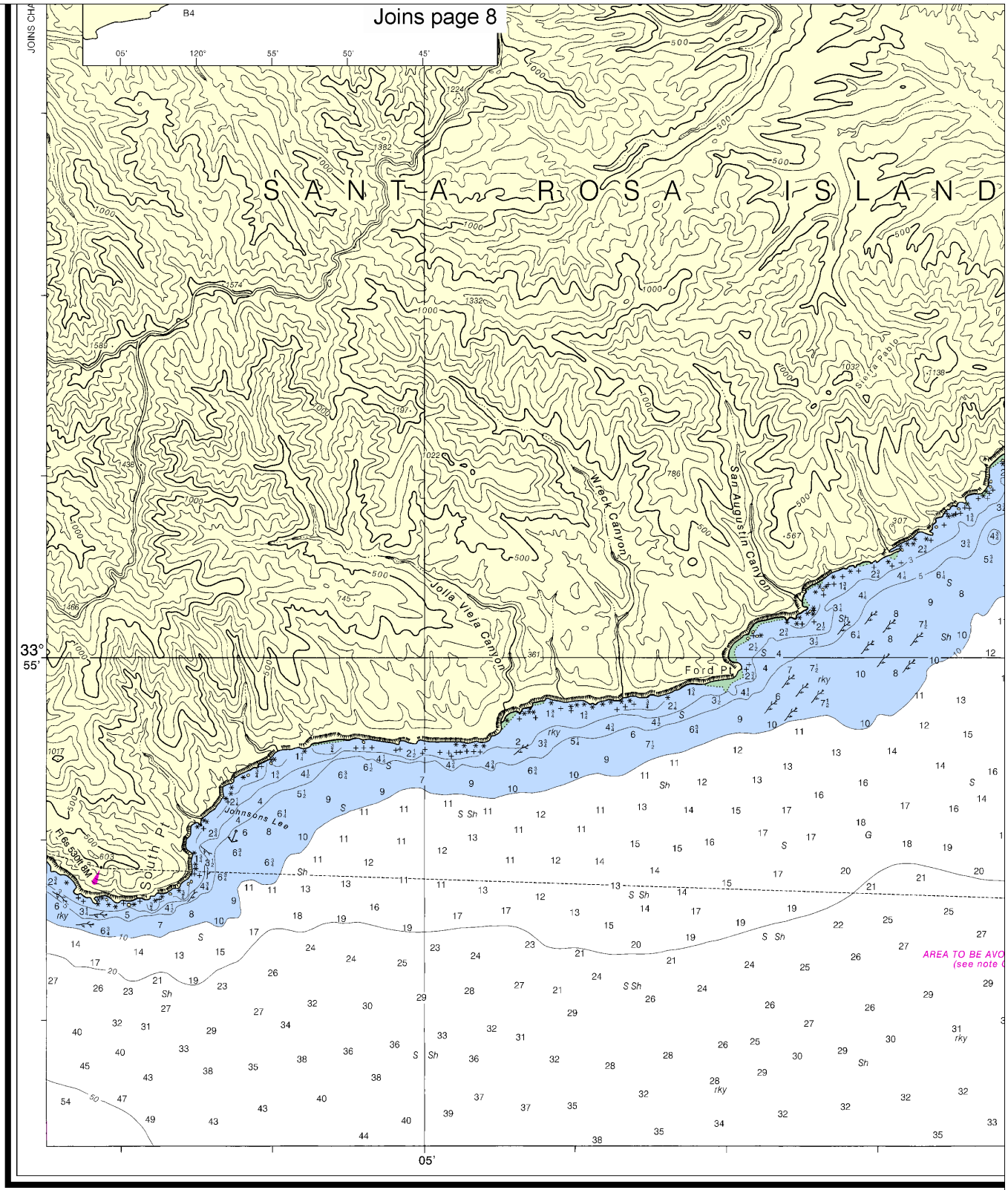
Joins page 15



9th Ed., Nov./04 ■ Corrected through NM Nov. 6/04
Corrected through LNM Oct. 26/04

18728

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

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improving this chart
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12

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Nautical Miles
1 ½ 0 1 2 3

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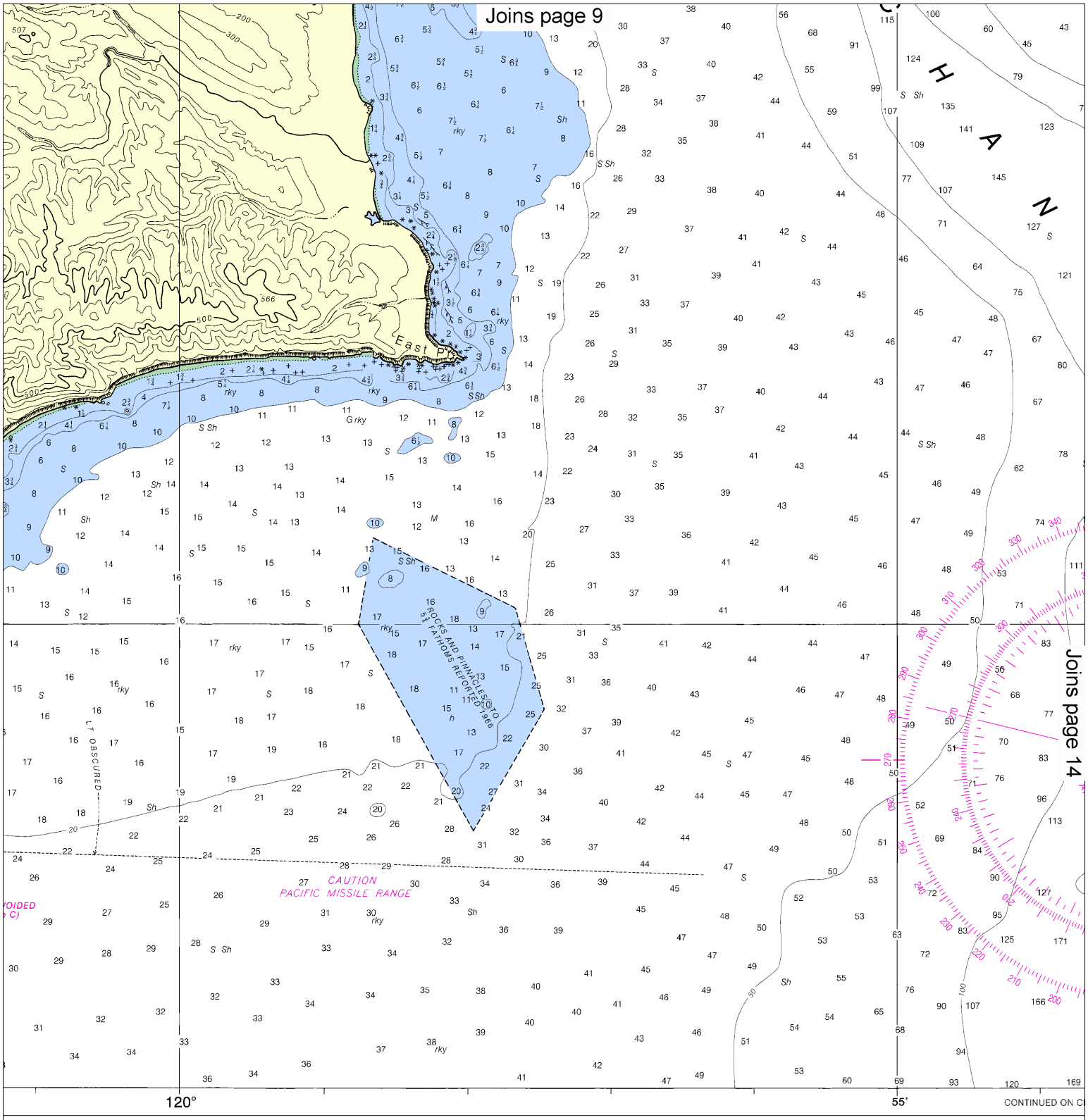

hart has been designed to promote safe navigation. The National ourages users to submit corrections, additions, or comments for rt to the Chief, Marine Chart Division (N/CS2), National Ocean ver Spring, Maryland 20910-3282.

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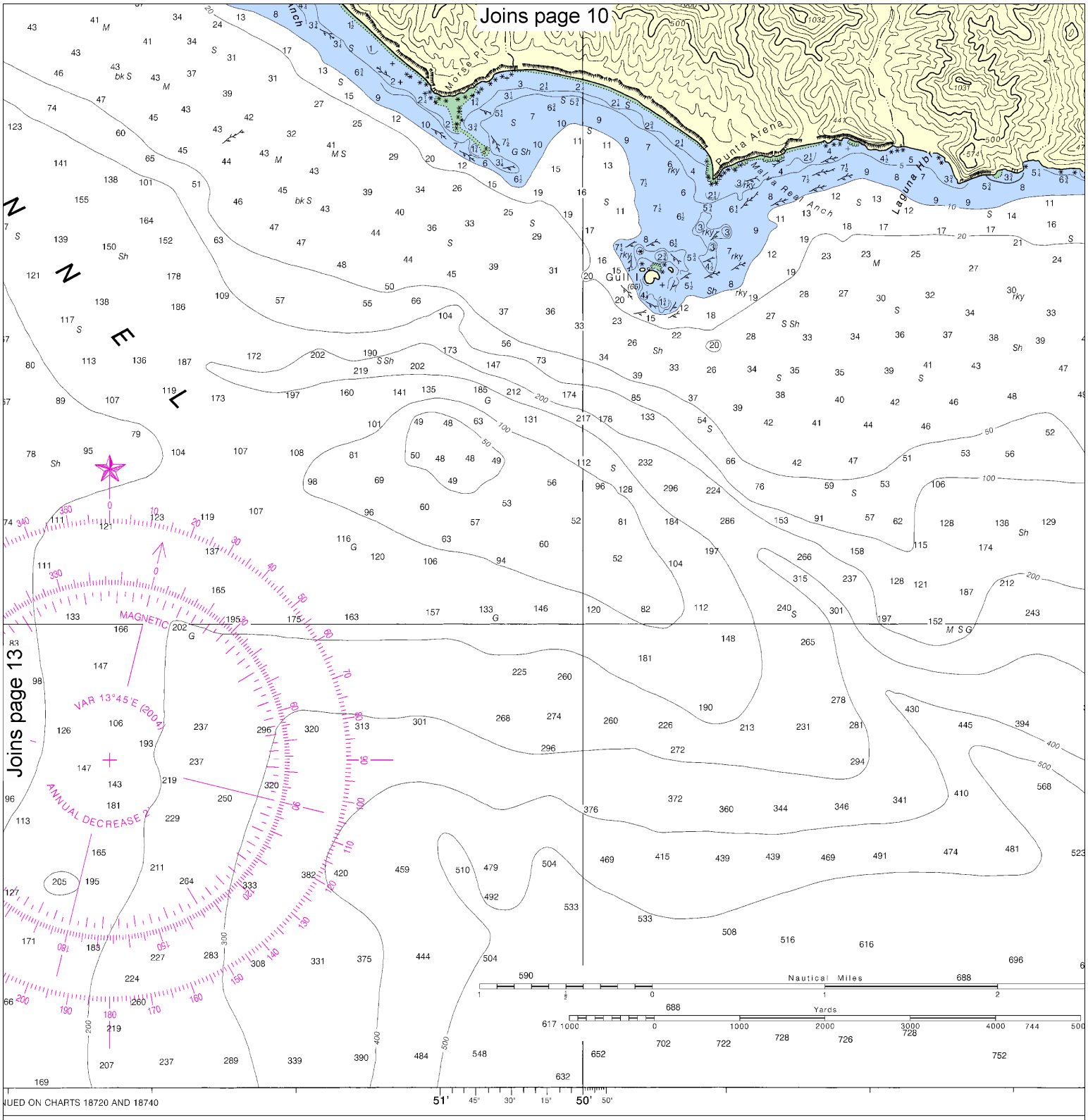


UED ON CHARTS 18720 AND 18740

ublished at Washington, D.C.
DEPARTMENT OF COMMERCE
ANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FATHOMS

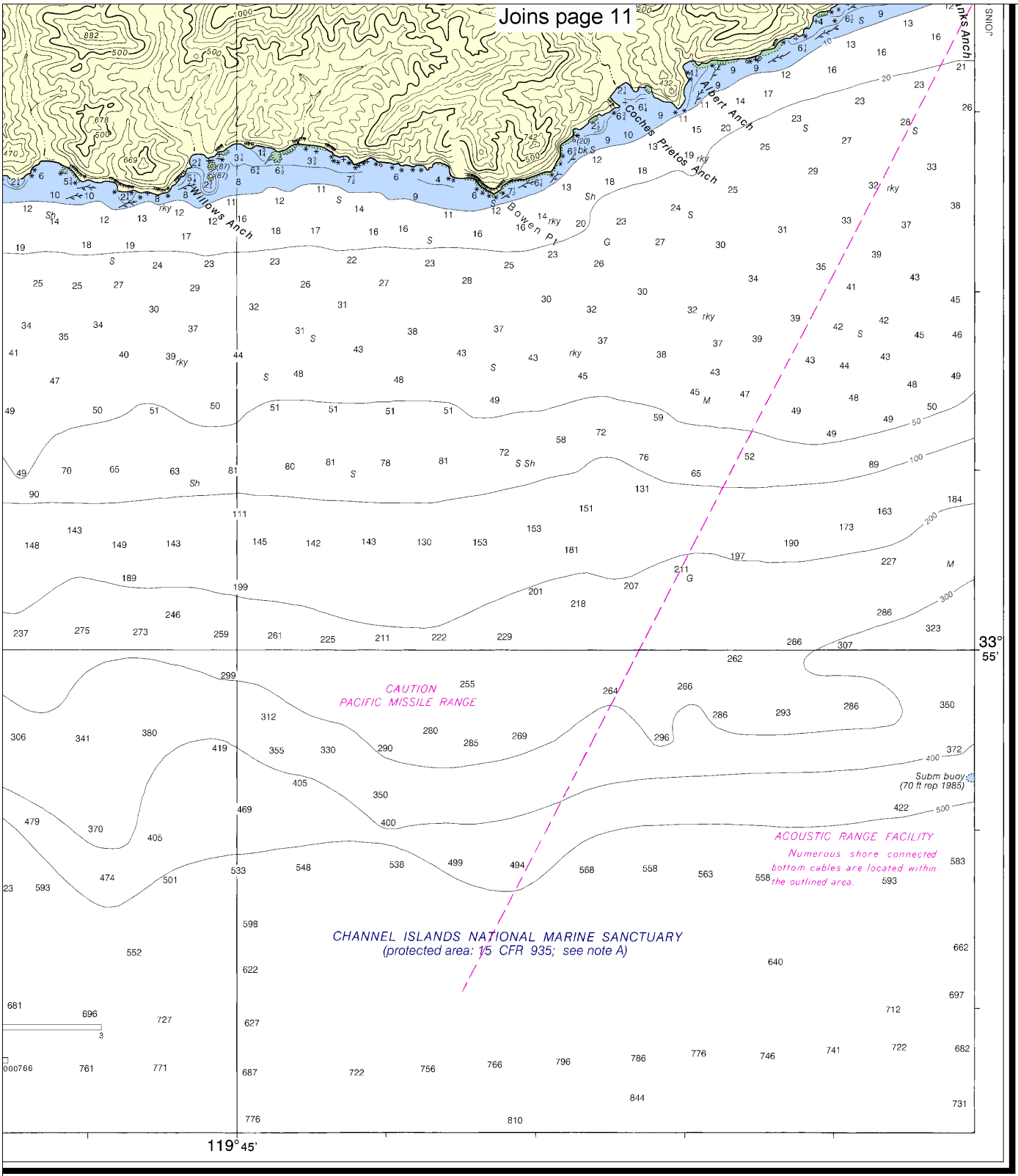
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS / FEET / METERS

Santa Cruz Channel

SOUNDINGS IN FATHOMS - SCALE 1:40,000

18728

ED NO 9

NSN 7642014011596

NGA REFERENCE NO. 18BHA18728

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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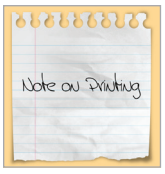

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